

FORGESOLAR GLARE ANALYSIS

Project: **Dell Avenue Solar Project**

A ground-mounted fixed tilt solar photovoltaic facility.

Site configuration: **Preferred**

Analysis conducted by Stephen Barrett (steve@barrettenergygroup.com) at 23:28 on 10 Jan, 2023.

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U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

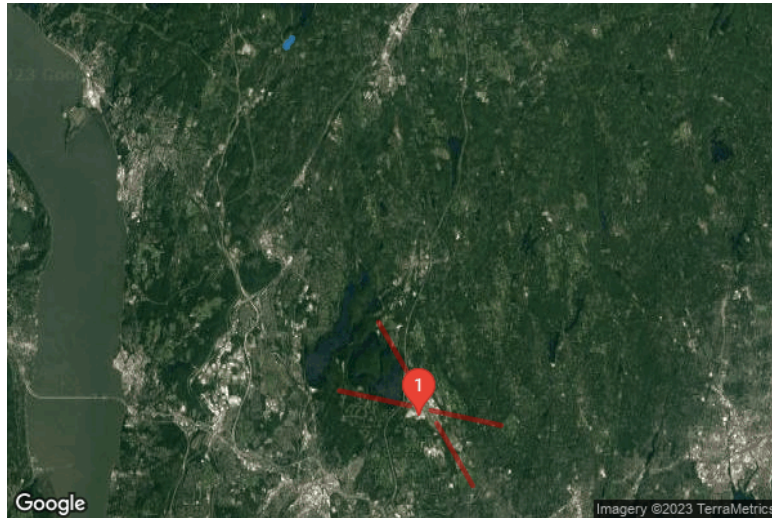
- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m²
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 82203.14547
Methodology: V2



PV Array(s)

Name: Solar Array

Description: Ground-mounted fixed tilt solar photovoltaic array

Axis tracking: Fixed (no rotation)

Tilt: 25.0°

Orientation: 180.0°

Rated power: -

Panel material: Smooth glass without AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	41.212985	-73.780931	282.33	10.00	292.33
2	41.211694	-73.782240	254.87	10.00	264.87
3	41.210952	-73.782282	245.26	10.00	255.26
4	41.210564	-73.781939	267.05	10.00	277.05
5	41.210564	-73.781188	234.42	10.00	244.42
6	41.211242	-73.780716	249.67	10.00	259.67
7	41.211549	-73.780866	278.65	10.00	288.65
8	41.211726	-73.780480	275.59	10.00	285.59
9	41.212566	-73.779858	305.77	10.00	315.77
10	41.213147	-73.779493	308.21	10.00	318.21
11	41.213179	-73.778635	293.94	10.00	303.94
12	41.214567	-73.778205	286.79	10.00	296.79
13	41.214583	-73.778978	296.02	10.00	306.02
14	41.213470	-73.779257	308.26	10.00	318.26
15	41.213090	-73.779804	314.73	10.00	324.73
16	41.213183	-73.780008	314.12	10.00	324.12
16	41.213183	-73.780008	314.12	0.00	314.12
16	41.213183	-73.780008	314.12	10.00	324.12
16	41.213183	-73.780008	314.12	10.00	324.12
17	41.212768	-73.780416	310.51	10.00	320.51
17	41.212768	-73.780416	310.51	10.00	320.51
17	41.212768	-73.780416	310.51	0.00	310.51
17	41.212768	-73.780416	310.51	10.00	320.51

Flight Path Receptor(s)

Name: Rwy 11

Description:

Threshold height: 50 ft

Direction: 102.0°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	41.067072	-73.715781	398.18	50.00	448.18
Two-mile	41.073084	-73.753335	451.96	549.65	1001.61

Name: Rwy 16

Description:

Threshold height: 50 ft

Direction: 150.0°

Glide slope: 3.0°

Pilot view restricted? Yes

Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	41.075551	-73.713296	438.47	50.00	488.47
Two-mile	41.100590	-73.732495	549.70	492.20	1041.89

Name: Rwy 29

Description:

Threshold height: 50 ft

Direction: 282.0°

Glide slope: 3.0°

Pilot view restricted? Yes

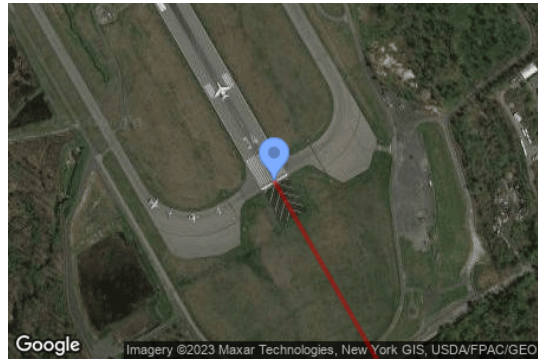
Vertical view: 30.0°

Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	41.065200	-73.704599	386.24	50.00	436.24
Two-mile	41.059189	-73.667045	269.55	720.12	989.67

Name: Rwy 34
Description:
Threshold height: 50 ft
Direction: 330.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

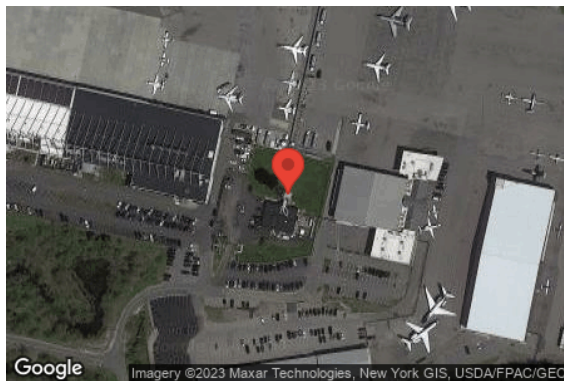


Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	41.060032	-73.701418	379.24	50.00	429.24
Two-mile	41.034993	-73.682223	272.90	709.77	982.67

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	41.062923	-73.710958	399.80	100.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Solar Array	25.0	180.0	0	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 11	0	0
Rwy 16	0	0
Rwy 29	0	0
Rwy 34	0	0
1-ATCT	0	0

Results for: Solar Array

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 11	0	0
Rwy 16	0	0
Rwy 29	0	0
Rwy 34	0	0
1-ATCT	0	0

Flight Path: Rwy 11

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 16

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 29

0 minutes of yellow glare

0 minutes of green glare

Flight Path: Rwy 34

0 minutes of yellow glare

0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare

0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

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